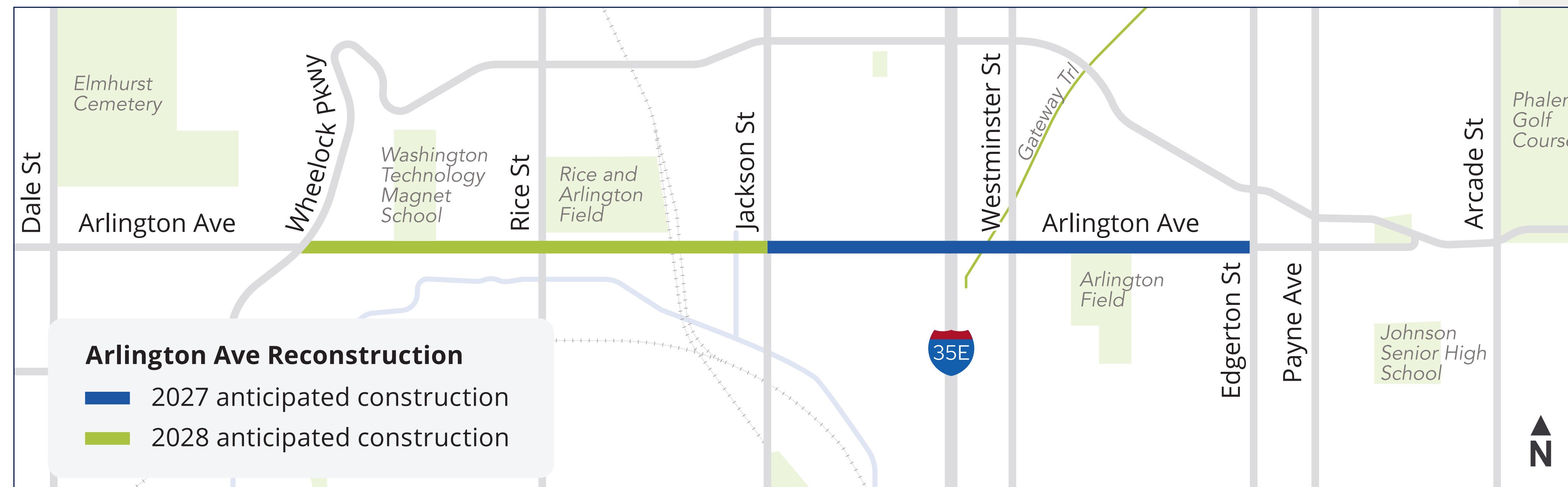


Project Overview

The City of Saint Paul is making infrastructure and safety improvements for pedestrians, bikers, and drivers on **Arlington Avenue between West Wheelock Parkway and Edgerton Steet**, and we want to hear from you.

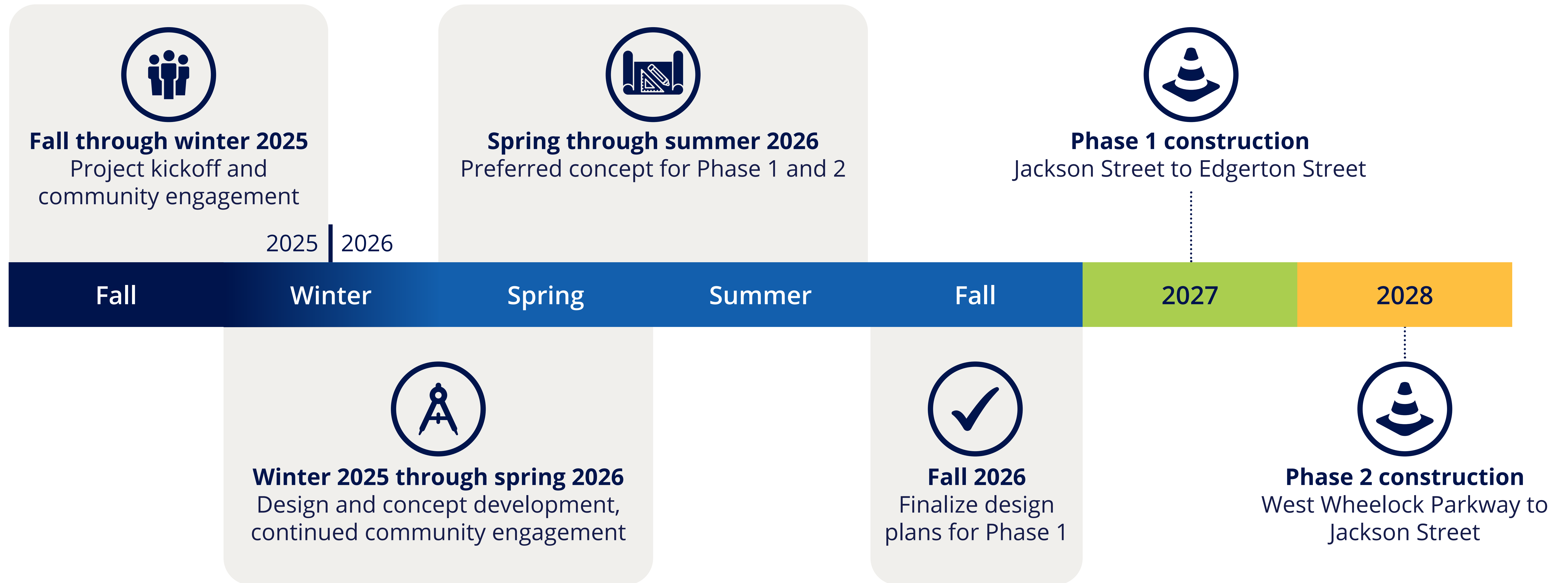


Goals

Project construction will occur in two phases in 2027 and 2028. Work for both phases will include:

- ✓ Safer travel lanes, bikeways, and parking
- ✓ Accessible pedestrian signals, signage, and lighting
- ✓ New sidewalks along both sides of the roadway
- ✓ Installation of new curb and gutter
- ✓ New pavement
- ✓ Coordinated utility work in the project area

Timeline



Design Layout Alternative 1



* Image represents a small section of Design Layout Alternative 1

Key Takeaways

- Shared use path on the south side of the road for people who walk, bike, and roll
- Sidewalk on the north side of the road
- Bumpouts throughout the project area to help people cross more safely
- Raised crosswalks on some side streets
- Larger boulevards (grass areas) compared to Alternative 2
- Both Alternative 1 and Alternative 2 have similar tree impacts

Design Layout Alternative 2



* Image represents a small section of Design Layout Alternative 2

Key Takeaways

- On-street painted bike lanes in both directions on Arlington Avenue
- Sidewalks on the north and south side of the road
- Bumpouts throughout project area to help people cross more safely
- Smaller boulevards (green space) compared to Alternative 1
- Both Alternative 1 and Alternative 2 have similar tree impacts

Road Improvements

Bumpout



Extending the sidewalk space and boulevard to shorten street crossings, slow vehicle speeds, and add green space.

Benefits

- Reduces vehicle speeds
- Increased safety for walking and biking
- Additional greenspace

Drawbacks

- Less space for parking

Raised Crosswalk



Crosswalks raised to sidewalk level to slow vehicle speeds and improve visibility for pedestrians and bikes.

Benefits

- Reduces vehicle speeds
- Increased safety for walking and biking

Drawbacks

- More difficult for snow removal
- Requires more maintenance

Shared Use Path (Alternative 1)



A path made of asphalt behind the curb, at sidewalk level, shared between bikes and pedestrians.

Benefits

- Increased safety for people who bike
- Wider path for people who walk, bike, and roll
- Larger boulevards

Drawbacks

- Bikes and people who walk share a path
- Asphalt path requires more maintenance

On-Street Bike Lane (Alternative 2)



Painted bike lanes on each side of the street, allowing bike travel in each direction.

Benefits

- A lane for people riding bikes
- Separate space from people who walk

Drawbacks

- No separation between cars and bikes
- Less space for boulevards
- Clearing snow from bike lanes is challenging